

The Hongkong Telegraph.

No. 2011.

WEDNESDAY, AUGUST 22, 1888.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
 - 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
 - 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
 - 4.—INTEREST at the rate of 3 1/2 % per annum will be allowed to Depositors on their daily balances.
 - 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.
- FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September 1887. [9]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL \$500,000.
Registered Office, 40, THE ARCADE, STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS FOR COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 3,000,000.
RESERVE LIABILITY OF
PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. FORBES, Esq.
D. LAYTON, Esq. N. A. SIBBS, Esq.
Hon. A. P. McEwen, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.
MANAGER,
SHANGHAI—EVEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888. [18]

To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS,"
GODOWN in ICE HOUSE LANE, lately
occupied by Messrs. BUTTERFIELD & SWIRE,
from the 1st August.

Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 12th July, 1888. [12]

MACAO.
TO BE LET UNFURNISHED OR
PARTLY FURNISHED.

A DUNGALOW, opposite the Public
Garden, at the western end of the Praya
Grande. Excellent water supply, and Servants
quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888. [26]

Intimations.

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELLEY'S CARTRIDGE CASES, WADES, &c.
LOADING AND RE-CAPPING MACHINES.
CARTRIDGE BAGS AND BELTS.
CHILLED AND COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUGS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES
&c., &c., &c.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-
screw for Dress Suits.
Black, Blue and Brown Fancy
and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trousers in great variety of
Stripes, Checks and Plain.
Cricketer's Flannel, Stripes,
Checks and Navy.
White and Navy Vestings.
French Printed Shirts.
Unshrinkable Fannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone
Bags, and a variety of Travel-
ling Cases, all sizes.
Winter, Medium and Summer
Under Vests and Pants.
Silk Half-Hose, Black, Navy
and Colors.
Lamb's Wool Merino and Lisle
Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking
Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties,
Handkerchiefs, Braces, &c.

ROBT. LANG & CO. Hongkong, 22nd February, 1888. [9]

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
ALLEN & GINTER'S "LITTLE BEAUTIES."
KINNEY'S "STRAIGHT CUT."
And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

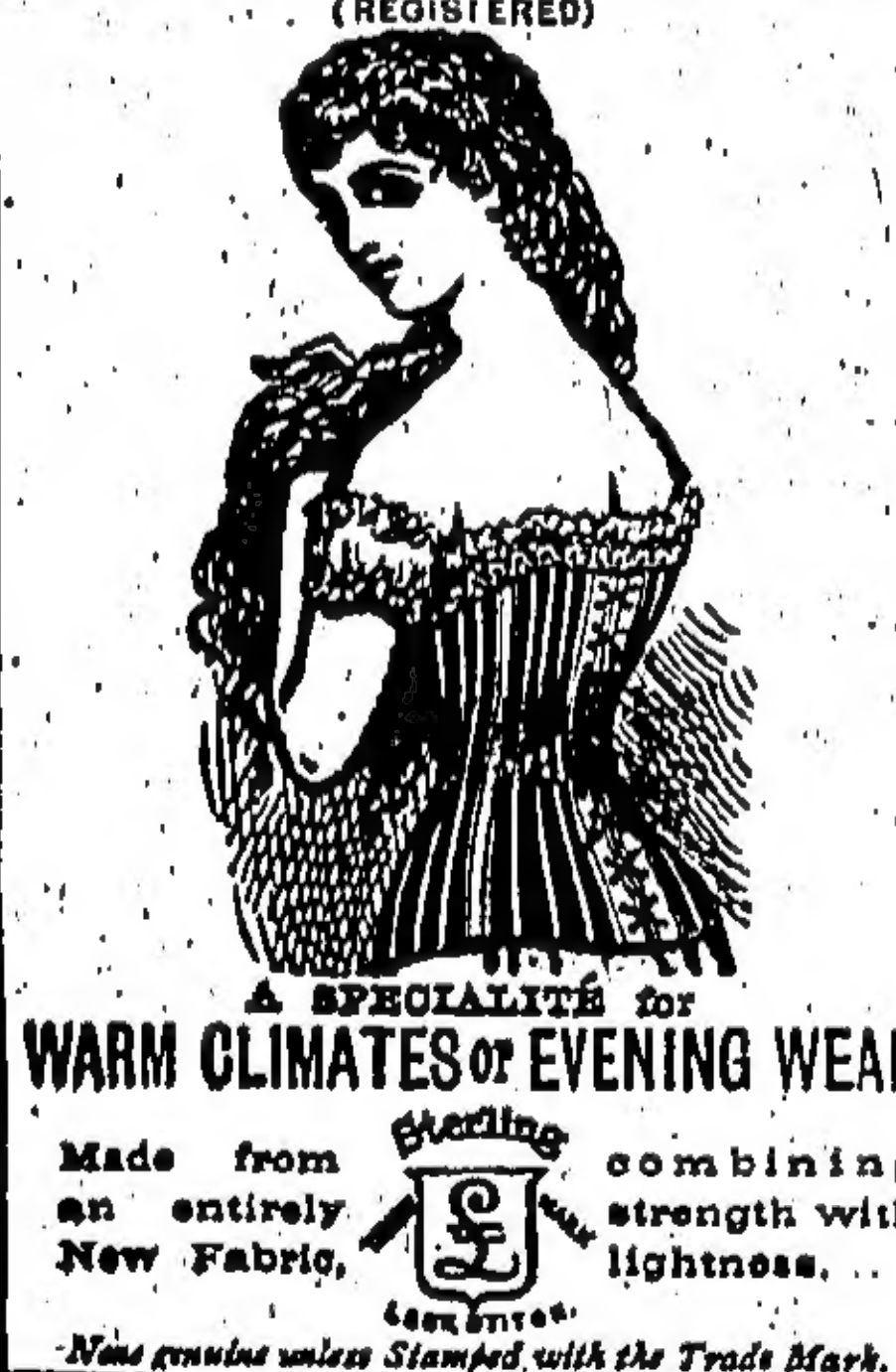
TOBACCO.

"OLD RIP" in 1/2 lb. Tins.
"RICHMOND GEM" do.
Do. MIXTURE do. & 1/2 lb. Boxes.
COPE'S "GOLDEN CLOUD" do.
WILLS' "BRISTOL BIRD'S EYE" do.
Do. "THREE CASTLES" in 1/2 lb. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE" in 1/2 lb. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG. [7]

THE STERLING ORIENTAL CORSET



Made from the best combining
an entirely new strength with
New Fabric, and
lightness.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK
OF
THE "STERLING ORIENTAL CORSET,"

IN RIDING,
TENNIS,
HAIDEE and
ACME.

Also,
THE "PHANTOM BUSTLE"

and
THE NEW "CURETTA" & "VESTINA"

BODICE.

ROSE & CO.,
37-39, Queen's Road.

Hongkong, 7th July, 1888. [40]

W. BREWER

HAS JUST RECEIVED

A QUANTITY of NEW FRENCH NOVEL
of CHOICE MANILA CIGARS.
STYLOGRAPHIC PENS.
HUTTON'S ENGINEER'S HAND-BOOK.
REED'S
HUTTON'S WORK-MANAGERS HAND-BOOK.
SEATON'S MANUAL OF ENGINEERING.
FRENCH and ENGLISH CONVERSATION.
CHEAP STATIONERY.
ENVELOPES a \$1 per 1,000.
THREE CASTLES TOBACCO.
New Assortment of LADIES FRENCH EVENING SHOES.
Presses for the protection of TENNIS RACKETS.
TENNIS BALLS, Etc.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 17th August, 1888. [100]

PIANOS FOR SALE. PIANOS ON HIRE.

A. HAHN, PIANO TUNER AND REPAIRER.

OWING to the increasing patronage to the PIANO Tuning Department of my business, I am
obliged to give up "Store-keeping" from the 1st of September next. During this month
of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING
INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY
GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 p.m.
Hongkong, 1st August, 1888. [76]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "CHANCELLOR,"
FROM ANTWERP, BORDEAUX,
DUNKIRK AND HAIPHONG.

CONSIGNEES of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and to
TAKE IMMEDIATE DELIVERY OF THEIR GOODS
FROM ALONGSIDE.
Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignees'
risk and expense, and no Fire Insurance will be
effected.
All claims against the Steamer must be sent
in immediately.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th August, 1888. [807]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship "JAPAN"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their goods
are being landed at their risk into the Hongkong
and Kowloon Wharf and Godown Company's
West Point Godowns, whence delivery may be
obtained.

Cargo remaining undelivered after the 24th
inst., will be subject to rent. No Fire Insur-
ance has been effected.
Consignees are hereby informed, that all
claims must be made immediately, as none will
be entertained after the 24th instant.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 18th August, 1888. [804]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
"CITY OF NEW YORK"
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

CHS. D. HARMAN,
Agent.

Hongkong, 17th August, 1888. [1]

CANADIAN PACIFIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT ADELAIDE,"
FROM SAN FRANCISCO, VANCOUVER,
YOKOHAMA, KOBE AND NAGASAKI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature, and take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 21st August, 1888. [16]

Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship

Captain G. Heuermann, will be despatched for
the above Port, TO-MORROW, the 23rd inst.,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 21st August, 1888. [814]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE.

THE Steamship

Hunt, Commander, will be despatched as above,
on SATURDAY, the 25th August, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First Class Saloon and Cabin are situated
forward of the engine. Second Class Passengers
are Berthed in the Poop. A Refrigerating
chamber ensures the supply of fresh provisions
during the entire voyage. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th August, 1888. [793]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at PORT DARWIN and taking through
Cargo to QUEENSLAND PORTS, NEW
ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"
Captain Darke, will be despatched for the
above Ports, on TUESDAY, the 28th instant,
at NOON.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 17th August, 1888. [799]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
Taking through Cargo for QUEENSLAND PORTS,
ADELAIDE, TASMANIA, NEW ZEALAND, &c.

THE British Steamer
"MOGUL,"
Captain Johnson, will be despatched as above
on or about the 28th instant.

Attention is directed to the Steamer's comfort-
able Saloon and State Rooms, affording excel-
lent accommodation for First Class Passengers.
To be followed by the S.S. "DELCOMYN"
on or about 1st inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 17th August, 1888. [797]

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY.
(With option of calling at COLOMBO should
inducement offer.)

THE P. & O. S. N. Co.'s Steamship
"LOMBARDY"
will leave for the above places on TUESDAY,
the 28th inst., at NOON, instead of as previously
advertised.

E. L. WOODIN,
Superintendent.
Hongkong, 22nd August, 1888. [795]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"JAPAN,"
Captain T. S. Gardner, will be despatched for
the above Ports, on TUESDAY, the 28th inst.,
at NOON, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 21st August, 1888. [806]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"MARY L. STONE,"
Joselyn, Master, shortly expected, will load here
for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 20th August, 1888. [812]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"W. H. CONNER,"
Butman, Master, shortly expected, will load
here for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st August, 1888. [755]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"C. C. CHAPMAN,"
Hichborn, Master, shortly expected, will load
here for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st August, 1888. [754]

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADELPHI, PORT SAID, MARSEILLES,
MALTA, GIBRALTAR, BRINDISI,
PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND
AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, TRISTE,
HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"PESHAVUR," Captain L. H. Moule, with Her
Majesty's Mails, will be despatched from this
for LONDON direct, via SUEZ CANAL and
usual Ports of call on SATURDAY, the 25th
August, at NOON.

Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 13th August, 1888. [13]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"BELGIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 8th September,
at THREE P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
available for 6 months 325.00
To Liverpool 325.00
To London 330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 18th August, 1888. [3]

Mails.

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"DUKE OF WESTMINSTER,"
3,726 Tons Register, Turner, Commander,
will be despatched for VANCOUVER, B.C.
and SAN FRANCISCO, via KOBE and
YOKOHAMA, on WEDNESDAY, the 29th
August, at THREE P.M.

To be followed by the S.S. "PANTHIA"
on 13th September, and S.S. "ABYSSINIA"
on 4th October.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Points by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$160.00
To San Francisco 175.00
To all Common Points in Canada } 230.00
and the United States 300.00
To Liverpool 305.00
To London 305.00

To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese and Japanese Customs, to be
obtained on application.

Consular Invoices to accompany Cargo des-
tined to Ports in the United States, should be
sent to the Company's Offices, addressed to
Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.

Freight will be received on board until 4 P.M.
on the 28th August.

All Parcels must be sent to our Office and
should be marked to address in full; and the
same will be received by us until 5 P.M. the
day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th August, 1888. [36]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"
will be despatched for San Francisco, via Yokohama,
on WEDNESDAY, the 29th August, at
THREE P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland
Cities of the United States, via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
available for 6 months 325.00
To Liverpool 325.00
To London 330.00

To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full & value of same is required.

O. LTD.

NOTICE.

GARDEN SEEDS.

SEASON 1888-9.

THE following SEEDS required for immediate sowing CAN BE SUPPLIED AT ONCE:—
CELERY, CYCLAMEN, and CINERARIA.

Our First Shipment of Assorted VEGETABLE AND FLOWER SEEDS has arrived, and will be ready for delivery in a day or two.

Catalogues and Gardening Notes. Free on application.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong, 17th August 1888.

BIRTH.

At Shanghai, on the 14th August, Mrs. TH. VON FUSTAU, of a daughter.

DEATHS.

At Chefoo, on Monday, the 6th inst., HENRY BLOW, aged 61. Deeply regretted.
On the 10th August, 1888, at Croydon, England, J. H. SILVERLOCK, formerly of Canton and Shanghai, aged 72.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 22, 1888.

CHOLERA IN MACAO.

We have no desire to appear in the role of alarmists, for as advocates of the adoption of vexatious and useless measures of restriction against the general convenience and the trade of the colony; but by virtue of that unwritten but thoroughly understood obligation which the Press owes to the public health and welfare of the community, we feel bound to direct the attention of the local Government to the officially acknowledged existence of cholera in the neighbouring colony of Macao, and to submit for the consideration of His Excellency the Governor whether the time has not arrived when all possible precautions of a reasonable nature should be taken to prevent the re-entrance of this deadly epidemic into the over-crowded streets of Hongkong. Although Macao is only 36 miles distant from this colony, and the traffic between the two places is constant and uninterrupted, there would seem to be no reason for that "scare" settling in which is a natural concomitant of cholera and a source of great apprehension to the medical mind—even admitting that the disease which has been allowed to settle down in the "gem of the Orient" has already given conclusive evidence of its fatal character. But that there is no element of danger, and one which in view of the numerous deaths that have occurred in Macao within the past few days it would be the height of folly to ignore cannot be gainsaid; and as self-preservation is not only the first law of Nature but also the first duty of all governments, and as the old saying "prevention is better than cure" is just as true now as ever it was, discretion would seem to suggest that some effective supervision should be exercised to prevent the possible introduction into our midst of cholera germs from a port that is admittedly infected.

Cholera, as is well known, was introduced into Macao a week ago by the Portuguese transport *India*, that vessel after leaving for Lisbon, via Timor, having returned with the deadly epidemic in full swing on board. The crew and passengers were landed in Macao, lazarettes for their segregation being constructed in various parts of the peninsula. The course of the disease has been daily described by our Macao correspondent, who is in a position to obtain the most reliable information, and while its serious character can best be estimated by the large number of deaths reported, it is specially significant that the victims have not been confined to the crew and passengers of the *India*. That the Macao authorities have done their utmost to cope with the dreaded visitor may be readily conceded, and it was only on discovering, as our correspondent aptly puts it, "matters going from bad to worse" that Governor da Costa issued an official notification putting into force the special regulations adopted when cholera visited Macao a few years ago. The Governor's notification is one of those paradoxes which must be read between the lines; he admits the existence of cholera in Macao and denies it in the same sentence. Perhaps His Excellency, like some of our Hongkong medical authorities a few weeks back, is afraid of creating a "scare" amongst the inhabitants! But what does it matter how the cholera got into the place? It is admitted that it is prevalent amongst the men landed from the transport, that deaths have been numerous, and that the situation generally is serious. Surely that is enough! What steps Governor da

Vieux ought to take for the protection of Hongkong and its inhabitants we will not presume to dictate; we doubt not that His Excellency will seriously consider the situation and act according to his lights. We would point out, however, that as Hongkong is in daily and nightly communication with a city where cholera exists, there is a probability, unless something is done for our own protection, of quarantine regulations being again enforced against vessels leaving here for foreign ports.

TELEGRAMS.

(Reuter.)

CENTRAL AFRICA.

LONDON, August 20th.
An armed force of whites is reported in the Congo province. The white Pasha is believed to be Stanley.

LOCAL AND GENERAL.

We understand that the *Audacious* will leave about the 31st proximo.

THE *Peking Gazette* announces that the 4th of March next has been chosen as the day for the full assumption of power by the Emperor of China.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zeland Street, on the 24th inst., at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

THE property of the Shanghai Washing Co., including machinery, was sold at auction by Messrs. Mackenzie & Co. on the 15th inst. to Mr. Nils Moller for two thousand five hundred and fifty.

THE amount of duties collected by the two chief Custom houses of Portugal, those of Lisbon and Ajaccio, during June last was 203,554,950 m. \$39,476,41. The Customs revenue, during the same month, of the three principal Customs stations of the Philippine Islands was \$257,948.12. Old Portugal cannot boast much of its trade.

THE cook-house of the house No. 24 Peel Street got on fire last night, but was extinguished before it attained serious dimensions. The only wonder is that the Fire Brigade had not half-a-dozen calls, for all day long the natives were chink-chinking joss, exploding their bundles of crackers, and at night a score of bonfires were visible from any point of elevation.

OUR Shanghai contemporaries report that the body of the late second officer of the steamship *Shanghai*, Mr. Frank Porter Eady, has been recovered near Ngankin, and buried by the missionaries. There was a great gash on the head and one arm was broken. The body was in such a fearful state of decomposition that it was considered best to have it buried at Ngankin.

By latest advices from Port Arthur the *N. C. Daily News* learns that there has been four days there of torrential rain, which overflowed the fresh water reservoir, so that a vast stream from the latter had swept into the over-excavations, to the great annoyance of the engineers. The native houses had been levelled in large numbers, and altogether the storm would entail a large amount of unexpected work on the contractors. Commandant Aubert was recovering very slowly from the injury to his foot, which was twisted completely round in the accident to M. Thénault's house.

THE Newchwang correspondent of the *N. C. Daily News* writes on the 8th inst.—The rain must have fallen more plentifully in the interior than it did in the neighbourhood of the port, for we hear that the country is flooded near Moukden, and that for 200 li or more, the millet fields are under water and portions of the crop are lost. The damage is limited at present to the very lowest valleys, and we don't think that it will materially affect the outcome of the harvest. Yesterday, according to native calculation, was the beginning of Autumn, and the weather has decidedly got cooler within the last 24 hours.

SAYS the Nagasaki *Rising Sun* of the 15th inst.—The U.S. frigate *Brooklyn* arrived from Kobe on Sunday last in distress, in tow of the Russian gunboat *Bobra*. The *Bobra* left here on Sunday morning, bound for Vladivostok, and fell in with the *Brooklyn*, in a disabled condition, owing to having broken her crank shaft, when about 5 miles south of Hirado-shima, at 8.30 a.m. the same morning. The *Bobra's* offer to tow her to Nagasaki was accepted, and they arrived here about 10 p.m. The *Brooklyn* was bound here from Kobe on her way home, and the accident to her machinery will in all probability detain her for several months.

THE *Tsuruga Maru*, says our Tientsin contemporary, will in a fortnight's time resume her old place as packet ship between Tientsin, Chefoo, Corea, and Japan, and the *Qowai Maru*, which has done the duty this season, will be withdrawn. The *Tsuruga Maru* has been largely repaired and renovated, new decks have been laid, the hull has been overhauled, new boilers and new triple expansion engines have been fitted, and the cabins have been remodelled and furnished so that no vessel trading with this port has superior accommodation to her. The *Tsuruga* is in a way an historic vessel, and has had vicissitudes. She was built by Caird more than 20 years ago for Mr. Trautmann's Tientsin-Shanghai line, and when launched was deemed to be a perfect specimen of Clyde construction. She was then named *Ta-pang-nyo*. The line failed, and she was sold to American merchants, who put new engines in her and named the vessel the *Luton*, in 1876. Later she became the property of the Japan Company, her present owners, who re-named her the *Tsuruga*. She now steams 124 knots easily, with great economy of fuel.

THE Dutch corvette *Zilveren kruis*, Capt. J. C. Jockes, arrived this forenoon from Shanghai, and exchanged salutes with the port and the Commodore ship.

THE *Manila Comercio* of the 11th inst. contains an engraving of the three-floor hotel which was built by Catalun workmen in fifty-three days, before the Exhibition commenced.

DURING the month of July the disbursements made by the Manila Treasury for the harbour works reached the sum of \$37,855.94; the total amount expended since September, 1880, totalled \$4,346,858.74.

THE naval forces which are to be stationed in the Philippines in 1889 will comprise one first-class, one second-class and four third-class cruisers; twelve gunboats; one second-class and two third-class transports; four steam launches; three coast-guard stations at Sooloo, Yap and Subie in the Caroline Islands respectively, and a surveying ship; with a total crew of 2,312 seamen and 466 marines.

ONE thousand three hundred and seventy-two arrests were made in the city of Manila in the month of July, being 32 for theft, 8 under suspicion of theft, 2 for imposition, 26 for battery, 15 for public misdemeanours, 14 for drunkenness and scandal; 156 for being unprovided with night passes, 196 for gambling, 370 for breach of Municipal regulations, 1 for domestic misbehaviour, 119 for quarrel and scandal, 41 for creating nuisances, 374 for arrears of taxes, 2 for rape, 1 for attempting to commit suicide, 1 for robbery and 4 for forgery.

A LISBON paper says that the marriage of the Duke of Aosta with Princess Letitia Bonaparte will take place towards the end of September. The following sovereigns and princes will be present at the ceremony. From the house of Savoy:—King Humbert and Queen Margherita, the Prince of Naples, the Duke of Genoa, the Prince of Carignan, the Duchesses Isabella and Elisabeth of Genoa, the Duke of Pulla, the Count of Turin, and Prince Louis. From the Bonaparte family:—The Empress Eugénie, Princess Clotilde, Princess Mathilde, Prince Victor and Prince Louis. From the house of Braganza:—Queen Maria Pia and Prince Alfonso. All these personages will be lodged at the Royal palace, at the residence of the Duke of Genoa, at the Cisteria mansion and at the Castle of Moncalieri.

THIS is the way they do things in Spain and in the colonies and dependencies of Spain, and then honest Spaniards cannot understand why their country does not progress in the rougher arts and in mechanical and commercial enterprises. Says the *Electrician*:—"By a decree of May 12th the Queen Regent of Spain has set forth the conditions upon which telephonic enterprises must be undertaken in Cuba, Porto-Rico, and the Philippine Archipelago. The State is to receive at least 6 per cent. of the gross receipts. The concessions are to last twenty years; at the end of which period everything passes to the State. The telephones, as regards taxes, way-leaves and hours of service, are to be on the same footing as state departments. The concessionaires will have to guarantee the service, and erect offices open to the public. The maximum charge for places situated within municipal boundaries is 100 pesetas—one peseta being equal to ten cents. This charge is increased to 200 pesetas for flats, and 333 pesetas for hotels, clubs, etc. An additional 100 pesetas may be charged for every 100 metres outside the municipal boundaries."

"It, as now reported," says the *New York Tribune*, the Panama Canal Lottery Loan cannot be floated, notwithstanding the tempting inducements held out by the Company, the presumption is justified that the great wind-bag enterprise is approaching collapse. The loan was for \$120,000,000, and it is said that not half of it has been applied for. This can only mean that De Lesseps, though still able to commit the Government to his desperate project, has lost the confidence of that class of small capitalists whose blind greed of gain and foolish credulity have furnished the greater part of the \$300,000,000 already swallowed up in the big ditch. The success of the lottery loan could not have prevented the final collapse of the enterprise, and would probably only have postponed it two or three years. The failure to effect the loan shortens the possible days of grace, and renders it almost certain that De Lesseps himself will live to witness the ruinous downfall of the house of cards he has erected with so much labour and ingenuity. It is to be feared, moreover, that nothing can either avert or mitigate the disastrous effects of the now foreboded collapse upon French finances and business generally. It must mean absolute ruin to so many thousands of small means, that the suffering involved will be widespread, and so great that it can hardly be confined to France alone. In fact, the bankruptcy of the Panama Canal Company is capable of producing almost as much mischief as a short European war."

THE new steamer of the resuscitated Inman Line, the *City of New York*, was to leave Liverpool for New York on the 1st inst. on her maiden trip. This vessel, while being very much larger and more powerful than any ships of the original Company, will still preserve some of their chief characteristics, the principal of which are the three masts, a bowsprit, and a curved clipper stems. She will be the largest modern steamer which has ever crossed the Atlantic, being some 3,000 tons larger than either of the *Conquaders*, the *Umbria* and *Etruria*. Her total length is 500 feet and her extreme breadth 65 feet; dimensions which overtop the *Etruria* in length by 50 feet and in beam by 6 feet. As no report, so far, has appeared in regard to the trial trip of this vessel, it is possible her speed has not come up to the expectations of her owners, but she was intended for nothing less than 19 knots on the measured mile, which would make her by half a knot per hour a faster ship than either of the two big *Conquaders*. In ocean steaming the *Umbria* at present holds the field; she has crossed from Queenstown to Sandy Hook in 6 days 4 hours and cost her owners exactly \$301,000. The *Etruria*, which has made the same voyage in 6 days and 4 hours, cost an additional \$50,000. The cost of the *City of New York* is not known; she was built by Thompson of Clydebank, who has not been very successful regarding speed in those steamers the firm has already built, the last of which, the *Servia*, has not averaged more than 17 knots.

OUR Shanghai morning contemporary reports that the recent typhoon "duly visited Chefoo, and blew for nearly four days. The roof of the house occupied by Mr. von Fries fell in over the heads of the inmates, but they fortunately escaped injury."

THE Tientsin *Shih Pao* is responsible for the following:—Some time ago H.E. Chang Chih-tung, the Liang Kuang Viceroy, gave an order for an electric lighting plant. A building was erected beside the Yamén premises, in Lao Cheng street, where the plant has been placed. On the 18th July the machinery arrived at Canton, together with over 100 lamps, and on the 23rd the lamps were lighted in the Yamén. Should this attempt at electric lighting prove successful, it is understood that the higher officials Yaméns, both within and without the city, will be provided with electric lamps, as well as the main city gates, the latter with the view of watching more effectually the ingress and egress of bad characters at night.

IF AMI, 29, a culinary artist, appeared to-day at the Police Court, before Mr. Wodehouse, charged with picking the pocket; or, more correctly, the purse, of a celestial gentleman who, on the 21st inst., ventured into the district of Shek-tong Tsui to see the Chinese procession. Complainant said that a lot of people were crowding him on all sides and while trying to free himself he felt somebody bothering with his purse, immediately after which he saw the accused slipping away while everybody else was standing still. Corroborative evidence having been given, the prisoner was committed for trial at the Supreme Court, three previous convictions standing against his history in the police records.

THE following observations from the *Chinese Times* on the Apertis share gambling case are very much to the point:—Extravagant speculation seems to withstand the denunciations of judges and the sugar-and-water comments of the Press. Another of those interesting young gentlemen, possessed of a modest monthly salary and engaged in share gambling to a fabulous extent, has come before the public in Hongkong in the character of a defaulter. His pay was \$200 per month (appropriated wholly to his tailor it appears), but his transactions in shares reached a million of dollars; and would have been much larger had his credit been more elastic. The curious thing is that in a small place, where the circumstances of every individual are so well-known, a person without means should be able to obtain so much credit. Those who control the finances of the colony could surely check the growth of such rank weeds as these if they chose. It has been said that they have an interest in the maintenance of a speculative element, and, as Dobberty says, it will go near to be thought so shortly.

LAM LAT-TING, a shopkeeper, appeared before Mr. Wodehouse this morning charged by Wong Chi, a trader, with being found on the 21st inst. in unlawful possession of a number of bank notes valued at \$600, the property of complainant, and which had been recently lost by him. Mr. Webber appeared for the prosecution, but, on being told that an adjournment could not be allowed without the case for the prosecution being opened, withdrew from the case. Mr. Dennis appeared for the defence. A police constable said he arrested the defendant on a warrant at 4 p.m. on the 21st inst., and charged him with the offence. He was at No. 134 Praya Central at the time, and on being charged said he knew nothing about it. Complainant then informed the Court that he was master of the *Sin Wo Leung* shop, at No. 277, Queen's Road Central. On August 16th at 10 p.m. he went to the Young Shang eating house and had some refreshment; as soon as he came out he lifted up his coat skirt to wipe his mouth, and knew that he then had the notes in his breast pocket. After that he saw defendant, but on getting home and taking off his coat he found the package of money was gone. They were in a Chinese envelope and addressed to Wong Vai Chi, care of the *Sin Wo Leung* shop. The case was remanded until Saturday next, bail being taken in two sureties of \$250 each.

SAYS the *N. C. Daily News*:—"For some years past there has been talk of establishing a zoological garden in Shanghai; but though the idea was generally admitted to be a good one, there was not until recently anyone found who was willing to undertake the task of putting it into practical shape. But within the last few weeks an effort has been made by two or three foreigners in that direction, and though the schemes at present barely beyond the embryonic stage, yet we are led to believe that substantial support has been secured for it by which it will be carried to a completion. The undertaking, as at present contemplated will be entirely supported by Chinese capital, a large proportion of which has been already promised, and a number of influential Chinese have received the scheme with great favour. It is to be a purely commercial speculation, though the hope is entertained by its promoters that by and by it will become the nucleus of a national institution for the advancement of natural science amongst the Chinese people, somewhat after the manner of Royal Societies in Europe. The proposed capital is set down at £15,000,000 at the lowest figure as a starting point, and Mr. Chang Su-ho's garden has been selected for the site, if the scheme is carried through. But all further speculation is premature at present though the prospects of the undertaking are promising enough to its promoters. A meeting is shortly to be held at which the scheme will be fully discussed, and put into a definite shape. There happens to be at the moment in the Consular building in Shanghai, a gentleman whose attainments in natural science and particularly in zoology are well-known in Europe, and he has promised his aid and advice to the promoters of the projected collection."

OUR MACAO LETTER.

MACAO, August 22nd.
I will give you now some further news which I was unable to get ready in time for yesterday's steamer.

On the 20th inst. a session of the provisional Municipal Chamber was held, when the President moved that a laudatory message be drafted and forwarded to the dissolved Corporation. Only one member supported this resolution, two others refusing to endorse it, as it was

current that the Administrator had threatened to have them reported to the Governor if they supported the acts of the extinct Municipality. As the remaining two members were not present, the President's motion was lost.

The following is a translation of the reply sent by the ex-President to the Hongkong signatories of the manifesto I sent you yesterday:—"To Albino da Silveira, Esq., Hongkong.—Sir, I am to acquaint myself of the agreeable task of thanking in my name and in the names of my noble colleagues the frank and well accentuated adhesion which you, my illustrious and benevolent fellow-countrymen, have shown to all the administrative acts which the now dissolved Corporation have performed during the time they have fulfilled those charges which the good and loyal people of Macao have entrusted them with. I also thank you for your manifestation of the just indignation which you felt when news of the dissolution of the *Senado* reached you, a dissolution decreed in violation of the most elementary principles of justice, and against the right interpretation of the legislation which bears on the question at issue. In the present state of humiliation which has been brought on me and on my country, it is a comfort to me to find that my fellow citizens have done us justice, which we gratefully accept. You rightly lament that our Government, after the completion of the Chinese Treaty, instead of adopting adequate measures for the increase of industry and commerce in this colony, has on the contrary shaped for itself a course which is full of gross economical errors, highly prejudicial to the interests and the welfare of this Colony, thus transforming into cruel deceptions those flattering hopes which we had nourished of seeing the commencement of a new and a brighter epoch for Macao. I feel deeply aggrieved at seeing that this our blessed little colony, which could yet attain some degree of prosperity, will be helplessly lost unless, however, remedying measures be adopted in time to counteract the effect of those grave errors which an ignorance of the true principles of administrative science and of political economy is incessantly producing. It is to be hoped, moreover, that the day is not far distant when the metropolitan Government will find it imperative to adopt such radical measures as would tend to dispel the dark clouds which overhang the future of this Colony. I request of you the kindness to transmit the contents of this letter to the signatories of the petition addressed which has been sent me, and to assure them that the token of benevolent interest which they have pleased to dispense to me and to my colleagues, will remain eternally engraved in our grateful hearts. Macao, August 20th, 1888. Domingos Clemente Pacheco, ex-President of the *Senado*."

I hear that the Portuguese residents of Amoy and Shanghai are preparing similar addresses to be sent to our extinct Municipal Chamber. G. Vitor, Costa is reported to have instructed the C. w. n. Attorney to take legal proceedings against the Editor of the *Correio da Macao* for an article published in that paper in which His Excellency's illegal acts in dissolving the Municipality and in attempting to over-rule the votes of the electors were acrimoniously but justly censured. Our Attorney General, who is fortunately gifted with that quantum of independence which his position confers on him, said to have replied that His Excellency had better institute proceedings against the Constitutional Chamber of Portugal instead of against the comments made by the *Correio*. This appears to have reduced the gubernatorial ire to a lower degree.

As regards the epidemic, I can with confidence tell you that matters are going from bad to worse here. It would appear, moreover, that an epidemic of madness is spreading as fast in the region of our superior authorities, as cholera, or beri-beri, is ravaging the town. Was it not an act of sheer madness to cause the infected troops and passengers of the *India* to land in such a small place as Macao, and to be quartered at half a mile distance from the town? Was it not madness on the part of the Sanitary Board to establish three districts lazarettos in the proximity of the town, one at Cacilhas, another inside the Guia Fort, and a third on Green Island? Was it not madness to transfer Capt. Barros, who was seized with a choleric attack at the Cacilhas lazaretto; to the Green Island establishment where no case had as yet been reported? Was it not madness to arbitrarily transfer Major Vaqueiras from his post, and appoint him commander of an infected lazaretto? The introduction of Capt. Barros into Green Island has brought on sickness on several other otherwise healthy officers quartered in that locality. Capt. Gil is now seriously ill, and a lady named Agostinha died the day before yesterday at the Cacilhas, a gunner, a corporal, and five soldiers succumbed on Sunday; and on Monday, from noon to 6 p.m. four more soldiers died. At the Horta da Mitra, a district inside the city and about half a mile from the lazaretto, some cases have already been reported.

The latest news this morning is that 24 of the soldiers quartered at Cacilhas have succumbed to cholera. Capt. Gil died yesterday of bronchitis combined with choleric diarrhoea; a young lady, 18 years of age, of the St. Lawrence parish, and three Chinese, died of cholera. The Sanitary Board has started another lazaretto at the Flora Gardens, and requested the Canadian Sisters to attend to the sick. A Portuguese lady died there yesterday, and thus the public are deprived of the only road in the suburbs of the town. Three Chinese are reported to have died at the Chinese hospital, of the fell disease. The Pharmacia Lisbonense, the only Dispensary in the colony, is getting short of medicine, and had to send to Hongkong for a further supply. The inhabitants of this city sent the following joint petition to His Excellency the Governor yesterday, requesting him to remove all the lazarettos to more distant localities, and it is hoped this very just petition will be attended to with the delay as we are seriously threatened with the spread of one of the most dreadful of epidemics:—"To His Excellency the Governor of Macao and Timor.—The undersigned beg respectfully to call your Excellency's attention to the following facts: It is undeniable that since the transport *India* put back and her passengers landed in this city, cholera-morbus commenced to develop, and that at present the epidemic is assuming a progressively alarming character which has brought on general panic among the residents. The localities chosen for the erection of the lazarettos are moreover such as to deprive the inhabitants of this city from taking walks in the suburbs, or from bathing in the neighbouring sea-side resorts; in fact the colony may be said to be actually surrounded by infected lazarettos, such as those of Flora, Cacilhas, Guia, Cabrita Point, in the roadstead where the *India* is anchored, and Green Island. This being assuredly a despairing situation, the undersigned, desirous of seeing an improvement take place as soon as possible, request Your Excellency to employ the only measure that ensure our safety from contagion, namely, to order the prompt removal of all the lazarettos to Colowan or the Ninis Islands."

One hundred barrels of coal tar were ordered from your city yesterday, the first instalment of ten barrels being expected by the *Klungchow* to-night.

A Supplement to the Government *Gazette* was issued yesterday, informing the public of Macao that the instructions issued by the Sanitary Board in 1885 for the prevention of cholera have again been enforced, "not because the epidemic of

cholera is actually existent in Macao, but because the fact that several people have landed from the transport *India* have since been attacked with cholera, gives room to a possibility, not to a probability, of the epidemic ravaging the town." The *Daily Press* Macao correspondent will find in this document a very trenchant contradiction to his yesterday's report that the "sanitary condition of Macao was excellent."

WRECK OF THE "DEUTSCHLAND."

Information has been received in Shanghai of the total loss of the German steamer *Deutschland*, Captain Hildebrand, on the 26th July, while on a voyage from Chemulpo to Mokpo. The disaster occurred some forty-five miles distant from the former port, the vessel striking on a rock during a fog. She has been abandoned and the captain and crew have arrived at Chemulpo. The *Deutschland* was comparatively a new vessel, and as she had not been fully paid for by her German purchasers, was still flying the German flag when she came to grief.

WRECK OF THE "LEESANG."

THE VESSEL ABANDONED.

The Indo-China Steam Navigation Company's steamer *Nautilus*, Captain Waddell, arrived this morning (15th inst.) with all the crew of the *Leesang*, and those who had been sent from Shanghai with the object of seeing if the vessel could not be floated, the stranded steamer having been abandoned on Sunday afternoon. An official enquiry is to be held here into the cause of the disaster, and all the facts and circumstances in connection therewith will be given by the Captain and his crew. It is pleasing to know that Captain Barrier is in good health.

The *Leesang* lies on the rocks between the Little-shan Promontory and Port Arthur. High land ahead, it seems, was sighted some time before she struck, and we are told it was taken to be Reef Island, which is to the north of the Promontory, whereas she was to the south of it, the difference in distance being about four miles. With the land taken to be Reef Island, the helm was changed to put the vessel to starboard, and the steamer seems to have turned round and got closer to the shore, which was not the land that had been seen ahead. It was high water at the time and she passed over or between different rocks till one went through her bottom, under the stove hole, and forced up the boilers. Then she became hard and fast, and the water falling, there was no chance of getting her off, and as it was high water when the accident happened, it was impossible to lift her. She has a bad list to seaward, lying over at an angle of about thirty degrees, and the waves break on her decks. The *Kowching*, the most powerful steamer belonging to the Co., attempted to tow her off, both from her stern, but was unsuccessful, her power only moving her a few feet, and then she turned as if resting on a pivot. We hear that little has been saved from her, and the loss to the company is a serious one, though we have no doubt the vessel will soon be replaced. Some of the pumps and salving gear that were sent to the wreck by Messrs. Boyd and Co., we hear, have also been lost.—*Shanghai Courier*.

The *N. C. Daily News* of the 16th inst. reports as follows:—The Captain, officers and crew of the *Leesang* arrived here yesterday in the *Sin Nansing*. The vessel after leaving Chefoo steered the usual course for Newchwang, but the weather set in so thick that she got out of her reckoning, and struck the Nestor Rocks at 20 minutes past midnight on the 28th ultimo. These rocks are the only ones in the locality, and if an attempt had been made purposely to put her upon them, it could not have succeeded better than in the present instance. As soon as daylight appeared, the Captain ordered the passengers into boats and sent them on to Port Arthur, whence a telegram was forwarded to Shanghai announcing the disaster. The *Viking* left here for the wreck, and tugboats went from Teku to render assistance, but being unsuccessful, the *Kowching* was ordered to proceed to the scene and try with the tugs to get the *Leesang* off. The united efforts of these three being unavailing, it was deemed necessary to abandon the vessel, and the *Sin Nansing* was ordered to proceed to Port Arthur and the wreck, and bring away the crew. The *Sin Nansing* arrived at the wreck on Sunday about 8 a.m. and left in the afternoon. Before she reached the *Leesang* the people on board of her had been compelled four days previously to take shelter at Port Arthur. When they were taken half way round, and the *Leesang* had turned back, she had a list to port of about 20 degrees and the seas having washed over her, had filled the holds. When they left the wreck she was sitting on a pinnacle rock which had penetrated the stove hole and lifted the boiler a couple of feet. There were rocks under her bow and stern.

LOSS OF THE SIAMESE BRIG "DORRETTA."

Says the Shanghai *Courier* of the 17th inst.—The native crew of the Siamese brig *Dorretta* arrived here yesterday in a junk from Chusan, bringing intelligence of the total loss of the vessel, on the 9th inst., on Taouwa Island. It appears that the *Dorretta* left Bangkok for Shanghai, with a cargo of Siamese timber, on the 20th ult. On the 7th inst. she experienced the full force of a typhoon, and on the following day the vessel ran in for shelter under the lee of an island belonging to the Taichow group. The weather moderating, the brig again brought under weigh, and was about to leave the land, when she was overtaken by the wind blowing at the time; and a current setting the vessel on the island, it was advisable to let go both anchors. The *Dorretta* was so unfortunate to get into an eddy, with the result that the vessel was turned round and round, causing both cables to snap. Then the ill-fated craft drifted on to the rocks. The crew took to the boats and while they were still along the wreck, the masts went overboard, and striking the boats, partly disabled them, with the result that several of the men were thrown into the sea. They all, however, with the exception of a Chinese man who was drowned, managed to keep themselves afloat till the following morning (10th), when they were picked up by some native craft, which landed them on a neighbouring island. There they found a junk which brought them, via Chusan, to Shanghai.

NOTES FROM NATIVE PAPERS.

Fourteen large cannon, lately imported from abroad, have been set up in the Pescadore Islands, between Formosa and the main-land.

The *Hu-Pao* learns that the bodies of two Moro or Indian policemen from the Portuguese colonies in India, who had been killed fighting pirates, were recently cremated at Macao, and expresses great reprobation of the exclusiveness and infidelity of the Macanese in not according them burial in a Portuguese cemetery.

At Kiao-ju, in the Yangchow Prefecture of Kiangsu, the early rice-crop was got in on the 27th and 28th July, the whole agricultural population being hard at work in the fields, men, women and children with sickles.

The detective Tsao Sih-yung has been ordered by the Shanghai Mixed Court Magistrate to leave the Settlement. He had violently assaulted the detective Ku a-luh, the quarrel having arisen about enquiries made into a robbery case.

In fertile Formosa, which produces two rice-crops a year, a great drought has prevailed, but the Tamsui Hien having issued a proclamation to stop the killing of animals for food, and prayed for rain, at length, on 27th July the long wished-for rain arrived.

Two Chinese shop-keepers in Nanking Road, Shanghai have died already from chills and vomiting since cooler weather. In the *Ming-pao* advises people to be careful how they strip off all their clothing to cool themselves, as sudden death sometimes results from it.

A letter from Peking says that a surplus revenue of 200,000 Taels remaining from the Shan Hui Kwan Customs, the Viceroy Li Hung-chang has petitioned the Throne to place it to a reserve fund for torpedoes, batteries, etc., at Port Arthur and other maritime strongholds. The Emperor has referred the question to the Board of Revenue, but it is not yet known if it will adopt the Viceroy's view.

At Tamsui, in Feng-shan Hien, Formosa, the collection of an additional *Hien* duty on all exports has been the pretext for serious disturbances by the rabble, and 400 troops had to be sent to restore order. Two of the ringleaders, Ch'ien Fan-shu (Potato) and Ju Jung-ki were arrested, but so great was the alarm that a good many of the peaceable residents were thinking of escaping to Amoy and the mainland by steamers. [This tax was decreed about January, 1887.]

In Yunnan province, H.E. the Governor, Tang Ngh-sheng, (who nearly lost his head for his ill success against the French) is working with night and main, and has discovered about 30 lodes of gold, silver, copper, lead, and tin. The mines formerly paid a royalty which varied annually from some tens of Taels to 1,000 Taels, but their output having been reduced to about one-tenth since the rebellion, the Governor has, to encourage mining enterprise, suspended the collection of this tax for three years.

There is now a large junk traffic between Lih-yang, in the Chinkiang Prefecture, and Chang-chow. Last month two men brought a box abroad at Lih-yang, as passengers' effects, for the hold, and went away, saying they would be back in time to sail, as they were passengers. They never returned, and when the vessel was under weigh, such a dreadful smell arose from the hold, that the box was opened, and found to have the mutilated remains of several murdered Chinese stowed inside it. It was carried on to Chang-chow and the authorities there were informed, and a search is on foot for the assassins.

At Keelung, North Formosa, 15 or 16 of the garrison have died of disease caused by the excessive heat. One soldier, a Nanking man, caught a chill and bad fever, and an official doctor was called in to see him. This quick said he had blood accumulated in his stomach which could be let out if the soldier would cut his right wrist with a pot-herd. This he did, and promptly died from loss of blood. The neighbours started after the doctor, but he had already left the place, and they have petitioned Governor Liu Ming-chuan, who will probably pay him such a fee as he little expected for his unfortunate phlebotomy.

This July, owing to the excessive heat, there has been a great deal of cholera at Wu-chang Fu, capital of Hupeh Province, and the managers of one charitable burial association report that one day 60 coffins were carried out of the establishment for burial, which, considering that such associations are numerous in the town, enables one to form an idea of the extent of the total mortality amongst paupers. At Hankow, in the same province, nearly every employed in a large piece goods shop, having partaken freely of cool melon the evening before, died in one night. The poor people are holding magnificent processions to propitiate Jann, the God of Hades. The *Hu Pao* very sensibly suggest that an avoidance of raw fruit and melons would have a much more salutary effect.

A teamman, from Hankow, a native of Shau-jin Hien, Chinkiang, fell overboard the other night from the steamer *Hu-chi* (late *H. Cors de Vries*) a little above Wuhu. Only one passenger was awake, and he told the Captain that there was a big sea on, and the vessel having by this time steamed to H-past the place, no search was made with boats for the man, but on arriving at Shanghai, the passenger's younger brother was informed, and he was just on the point of starting in search of his brother's dead body to give it decent burial, when he received a telegram informing him that it was all right, as his lost brother, the sender of the telegram, had been fortunately picked up by a fishing junk.

At Ta-pu Hien, near Fatsan, Canton Province, a snake-catcher, having previously filled his mouth and smeared his hands with some sort of drug inserted his hand into a crack in a rock which had been indicated to him by a peasant, and dragged out a poisonous snake three inches in diameter and seven feet long, which calmly submitted to have its neck held and its poison fangs removed by its captor. On being questioned what secret he employed, he said, "All living beings have something which they hate and fear; I have discovered what the snakes fear, and tackle them with that preparation." [At Canton the women, at least, firmly believe that a centipede will become so paralysed with fear if they keep on repeating to it that a fowl is coming, that it can neither escape nor do them any injury, but will lie quietly to be crushed to death.]

The *Hu Pao* gives the following mining intelligence:—At Chi-ch'ang, Shan'ung Province, the two furnaces under the control of Mr. Prefect Siu are extracting 1,600 piculs of lead a day from the ore. At An-ku, in T'ing-chow Fu, Shan'ung, Mr. Chang Mei-hang, a District Magistrate in charge of mining, has discovered a coppermine of great promise, the ore from which, treated by Western processes, gives 70 per cent. of pure copper. The gold-ore from the goldmine at Ping-tu Chow, Tai-chow Fu, same province, scientifically tested by an expert after its arrival in the China Merchant Co.'s godown at Chefoo, only yielded 1 oz. and four-tenths of pure gold per ton. As for the Mo-ho gold-mines, in K'lin, the machinery for them will have to be taken a journey of over 3,000 *li* to arrive there from Tientsin. In that inhospitable clime, where the frost does not melt till the fourth month, the hardy pioneer will undergo many a hardship as he traverses the sparsely inhabited and unfertile region. His face washed by the beating rain, his hair combed by the driving wind!

TIENTSIN.

The extreme heat broke on Tuesday the 7th inst. coinciding with the day fixed by Chinese calculation. The thermometer during the previous week showed an average maximum of 96° or 11 degrees higher than for the corresponding week of last year. The average for the present has been 83°. The change of temperature coincided with the occurrence of a heavy gale in the gulf which deprived us of steam communication for two days.

We much regret that Mr. Henry Blow, one of the oldest foreign residents of Tientsin at the time of his death, departed this life at Chefoo on the 6th inst., and has been buried there. He was 61 years old when he died, and almost to the last there were hopes that he might live to reach his native land. Mr. Blow was an Ulsterman. He first came to China as purser in one of Trautman & Co.'s steamers, of which line his brother, Captain Blow, afterwards Lloyd's agent at San Francisco, was senior commander. Mr. H. Blow will be much regretted. He was a man of much simplicity of character, perfectly upright, and was possessed by a kindly, manly, and honourable spirit.

The plain around the Hai-kuan-su Arsenal is flooded, but not to any serious extent. The overflow was caused by the carelessness of the local authorities, who allowed the bank to decay. When repairs were authorized the damage had been done. With a little care the whole of the ground around the wall could be made safe from inundation in all seasons at a small expense, and the land, owing to its contiguity to Tientsin, might become very valuable if turned to account for the growth of cabbages, artichokes, onions, radishes, turnips, etc., that thrive well in our 'nirous' soil, provided there is irrigation.

This year the spring snipe lasted long with us, and did not go to the northern tundras until June. The autumn birds have come to us earlier than usual, and the market was supplied with snipe, mostly thin and poor, ten days ago. Mr. Blow during the last day or two large numbers of plump and well-flavoured birds have come about a fortnight earlier than customary. A great many waders have also come; some of the smaller kinds are not unsavoury.—*Chinese Times*.

IN SHANTUNG.

"Wanderer" writes from Chefoo under date the 8th inst. to our Shanghai morning contemporary:—

"It may interest some to know a little of Shantung, as seen by one who has been roaming around. Up till 6th July there has been no rain. Except in a few localities, there has been only a half wheat crop all over. Fruit has been short of its usual quantity and quality. I saw a few, and brittle and scarce. So the straw-braid trade suffers. Aneat that straw-braid, I was being continually asked why the foreigners did not want it now. I invariably told them that they were giving inferior stuff, fraudulent packages, etc., and now the trade was ruined. The villagers deny this, and lay the blame on the buyers who go up and down the country. I was at one large fair where straw-braid was about the only article sold. It was brought by the men, but the women were also present in even greater numbers. There were many thousands there; much of it was brought to me, and quite a sensation was caused by my condemnation of it. So I was obliged to get up on a wall and speak plainly to them, that nothing but honest and good stuff would pay, and showed them examples of bad stuff in packet after packet, which was handed to me. This was keenly felt, as the majority of the braid had to go for little, or take it home. Although not in my line, yet I was glad to speak plainly, as it was the kindest thing I could do. I told them how Japan and other places made a better article. In many districts, every man, woman and child seem to be busy plaiting braid, and it will be a heavy loss to them indeed. They are now wondering what they may put in the place to make up the loss. This season has been very trying, and short of crops, even the opium has been almost a complete failure, the heads being small and dry. The peaches especially were poor and flavourless. Rain was so late in coming that the summer and late crops were not up to the average.

The great feeders of the Grand Canal were dry, and crops were raised by squatters on their beds. A great commotion took place between them and the owners of the soil which looked serious, happening as it did at the same time with the soldiers' troubles at Liao-chang in May and June.

The Grand Canal itself was dry up till 8th of July from the Taiman and Nanyang Lakes to the junction of the Tientsin River at Lukingchow, about 60 *li* or 200 miles, entailing a serious loss to trade in such large cities as Ching-chow and Tung-chang-chow. Of course the tribute grain junks were unable to proceed as usual, but were sent up to Honan instead. The Yellow River is dry to the West of Tungching Hsien, 150 N. W. of Ching-chow. Several streams from the mountains around T'ai-fu, and southwards, flow into the old bed of the Yellow River, or more correctly, the Ching, or clear River. There is no water at present flowing from Tsao-chow, all that district being flat and dried up. A considerable stream still flows to the sea. At Chi-ho-hsien, 10 *li* north of the capital the remains of a fine bridge are now exposed to view. There are three solid arches still standing, with stone, of the remainder lying as they fell. It was originally of thirteen arches, having a fine temple on the south side, and the north end just entering the city gate. The water at this point is now about eleven feet below the usual winter level of the whole body of the Yellow River.

The country to the north and west of the capital is the vast desert of sand embracing the cities of Tri-ping, P'ing-ping, Chin-ping, Tang-yi, Siao-chang, Fan, Yang-ku, with other Hsien, and as far as I can learn all along to the province of Honan.

The eastern part, including the whole of the Wu-tung-fu and ten cities, is not so bad with sand, but the misery is almost equally great. This embraces a breadth of 60 to 80 *li* north of the river, and a very considerable slice south of the river, which have for years been under water about ten months of the year.

The huts on the banks of the river are deserted, as the people are convinced that the river will not again come. They are now engaged in building something which they call houses. It is sometimes pitiable to see how little they can do. Wasted by disease and long want, they yet go at it with a wonderful tenacity and patience. They complained often to me, and said if they just could get a little help in the way of wood, and seed for the winter, they would get along very well. Two gentlemen of the American Presbyterian Mission have offered their services in the coming autumn, on condition they are not hampered by officials, etc. They know their districts, and the accounts they give of the N.W. part of China is very sad. Could not some funds be directed up here, which were sent to Honan, as I understand the Government has withdrawn all help from Shantung?

Nothing has been done to repair the river banks in Shantung, as far as I saw. Something is said to have been begun near Tsao-chow-fu, where the soldiers were employed 'on a task which seemed to them more than useless, and

then their pay was either wholly or in part withheld, which ended in the death of their commander, a friend of the Governor, Chang-yao. Two months afterwards, the Governor left Chi-nan in person to come to terms with the soldiers, but no compromise could be made, and still they are scattered about the country doing all sorts of damage. When a large party of soldiers—hundreds—returned, I asked if all was now quiet. No, they said, but they were scattered, and so they will be till the kaoliang is cut down. Considerable excitement was created amongst the people over a large area, very many making the best way they could to the nearest city with their wives and children. We met many such parties, who returned after being assured there was nothing to fear. We saw whole villages, some ready to march, others preparing to go off. Our news for them was indeed welcome, and they mostly quieted down. Very many in Shantung heartily rejoice in the prospect of a quiet freedom from the River. I trust, for the sake of all concerned that steps will now be taken to survey and come to some conclusion about this river. It will be a thousand pities if the Government for the moment leave that Province, as their work will certainly be required, and that to great profit for both rulers and people. There is not the least necessity for any of them leaving Honan, as the Governor can find profitable work, and see prospect of regaining their lands at an early date, which may not be much the worse for the flood, as the silt is mostly best, not sand, as in Shantung, the river not having entered into the sandy district very far at the breach.

Steps are now taken to open the Gold mines here, in the locality of Ping-tu. Elaborate and costly machinery, with the most recent and approved methods of securing gold from quartz, and is the best seen at the shaft is now being sunk down to the lode, which will obviate the use of all the numerous shafts sunk. This is being done under the direction of two experienced California miners—Messrs. Lidstone and Niven. The whole machinery is erected, and looked after by Mr. Neil. Two prospectors are out on the hills keeping their eyes open for pastures new.

Five other miners are expected in the course of a month or so.

Mr. Elsworth who has been at the head, and through whom their machinery was brought, is on the eve of his departure, with his wife, for home.

There are about 250 *li* shafts employed in bringing out ore from a shaft, only a few yards from the "big" shaft. Nine or ten shafts have been sunk at different places, to the depth of 100 to 150 feet, but have all proved failures. At present they average about 50 tons of ore a day, which produces 70 *li* days about 450 ozs. of amalgam, or about 12 ozs. of gold in the ton. This amalgam I believe is now sent to Swansea in Wales, for reduction, by some patent process held there. There is a mill of 20 stamps for crushing ore, with eight concentrators, the working of which to a novice, such as I, was very interesting. The concentrator at all times revealing India-rubber tables with a double motion, that thoroughly sifts the earth by keeping it in motion. They have also the necessary requisites for a process of chlorination, but which has not been successful. A Chinaman specially engaged from America is engaged in the manufacturing of blasting dynamite. This has answered all the requirements, and is quite equal to Nobel's blasting stuff. They use about 17 pounds a day in the shaft. Its value is about \$105 a ton. On first using it, there was an immense amount of carbonic acid set free, instead of smoke, one man being overcome by it. Mr. Niven lifted him, and was carrying up in motion, the man in the shaft, when the sufferer somewhat unexpectedly recovered and accidentally pushed over the carpenter, who fell and was fearfully crushed by the ascending cage, and fell to the bottom of the shaft a shapeless inert mass. This occurred in May. In February two miners were killed by a fall of rock in the mine. On the 26th of June last after going down as usual, after blasting, to clear away the fallen rock, one of the Chinese workers struck a cartridge, which had not gone off, with the effect that it fired amongst the 6 men, all of whom were dreadfully wounded (5 Chinese and Mr. Lidstone) one of the Chinese died after a painful and long illness. They were wounded from the thighs upwards, their bodies filled with stones and patches of their dress. The other four are recovering, one with loss of eye. Mr. Lidstone still lies in danger, his wounds being on the higher and lower part of the body—Dr. Hunter of Wei Hsien, and Dr. Colman of Chinan—the latter was on his way to the coast for his and family's health—went to their assistance. Dr. Colman is giving all his time to the sufferers who need the greatest care.

Rain has come, but in such a fashion it may not be general. A foreign metallurgist, assisted by an able native, in the Kiang-nan Arsenal under Mr. Fryer, is at work testing the district 20 miles east of Chinan-fu not far from the main road, his object, specially, being lead, which the Government hopes to get in sufficient quantity to warrant them opening mines near Jao-ping. China is showing signs of progress in Shantung. The Chinese fleet is here at present, forming a pleasant look-out, their frequent exercising of electric light, delighting and interesting both foreigners and natives.

Chefoo is very quiet, few visitors are seen. Why don't the steamer lines favour us by cheap fares at such a season? It would pay on both sides.

Today's Advertisements.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship.

"MALWA"
will leave for the above places TO-MORROW, the 23rd August, at NOON, instead of as previously advertised.

E. L. WOODIN, Superintendent.
Hongkong, 22nd August, 1888. [3]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"
Captain McCaslin, will be despatched for the above Ports, on SATURDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 22nd August, 1888. [817]

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"PORT ADELAIDE,"
F. West, Commander, will be despatched for the above Ports, on THURSDAY, the 30th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 22nd August, 1888. [818]

Today's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHOM KLAO,"
Captain J. Fowler, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Noon.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 22nd August, 1888. [821]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"
Captain D'A. de St. Croix, will be despatched as above, on THURSDAY, the 30th instant, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 22nd August, 1888. [819]

ST. JOHN LODGE

OF HONGKONG.
No. 618, S.C.

AN EMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY, the 24th instant, at 5.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 22nd August, 1888. [820]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company No. 14, Praya Central, on MONDAY, the 27th instant, at 3 P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1888.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, 1st August, 1888. [760]

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the Scheme of the College by forwarding to the ALICE MEMORIAL HOSPITAL

(1)—GLASS JARS (for Museum purposes).
(2)—ILLUSTRATED PAPERS AND BOOKS for the Student's Reading Room and Library.

Address:—JAMES CANTLIE, Hon. Sec., to the College.
Hongkong, 7th August, 1888. [773]

NOTICE.

THE TAKU TUG AND LIGHTER COMPANY.

FROM the 1st July the above Company will lighter steamers and sailing vessels at the Taku Bar, at the rate of

THREE MEXICAN CENTS PER PICUL.

The work is done under the personal supervision of the Manager, assisted by a large FOREIGN STAFF.

W. H. FORBES, Secretary.
Tientsin, 28th June, 1888. [782]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 3rd proximo, at 4 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 3rd proximo, both days inclusive.

By Order,
A. S. GARFIT, Acting Secretary.
Hongkong, 10th August, 1888. [781]

BOOKKEEPER WANTED.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, require the services of a thoroughly competent BOOK-KEEPER.

Applications, by letter only, giving full particulars, will be received up to the 23rd instant by

ISAAC HUGHES, Secretary.
Hongkong, 17th August, 1888. [803]

NOW READY.

PRICE.....FIFTY CENTS.

THE LAW OF STORM

in the EASTERN SEAS,

by W. DOBERCK, GOVERNMENT ASTRONOMER.

MAY BE PROCURED AT

Messrs. Kelly & Walsh, Limited, Hongkong.

"Lane, Crawford & Co."

"G. Falconer & Co."

"C. J. Gaupp & Co."

"F. Blackhead & Co."

"Heistermann, Herbst & Co."

"More & Selmund."

"MacEwen, Frickel & Co."

Mr. W. Brewer.

The "Hongkong Telegraph" Office.

Messrs. Quitch & Co., Swatow.

Mr. N. Moille, Amoy.

Messrs. Hodge & Co., Foochow.

Messrs. Kelly & Walsh, Limited, Shanghai.

Messrs. Kelly & Walsh, Limited, Yokohama.
Hongkong, 20th September, 1888.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1888.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 27th July, 1888. [741]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from the 11th (SATURDAY), to the 25th day of August next, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 27th July, 1888. [742]

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 17th August, 1888. [801]

THE SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provision of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 6 per cent. for the half-year ending 30th June, 1888, on the paid up Capital of the Company.

Dividend Warrants payable at the HONGKONG AND SHANGHAI BANKING CORPORATION will be issued to Shareholders on the Register on the 24th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 4th August, 1888. [771]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. A. HAHN, (on account of his Removal to New Premises), to Sell by Public Auction, on

TUESDAY, the 28th August, 1888, at 2 P.M., at his Music Store, Queen's Road, opposite the Hongkong Hotel,

A quantity of STOCK, comprising—

VIOLENS, GUITARS, DRUMS, CELLOS, BANJOS, MOUTH ORGANS, CORNETS, CONCERTINAS, TRUMPETS, HORNPHONES, ARISTONS, FLUTES, FLAGEOLETS, FIFES, OKARINOS, CASTANETTES, BONES, VIOLIN BOXES, BOWS, ROSIN.

&c. &c. &c.

METRONOMES, MUSIC AND MUSIC PAPER, TOYS AND FANCY GOODS.

Also,

A FEW PIANOS.

TERMS OF SALE.—Cash on delivery.

C. R. LAMMERT, Auctioneer.
Hongkong, 21st August, 1888. [816]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 27th day of August, 1888, at 5 P.M., are published for general information.

By Command,
FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th August, 1888. [809]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of August, 1888, at 5 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of August, 1888, at 5 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.
The only movement of importance since our last report has been a "boom" in Steamboats, which took place late yesterday afternoon. A large number of shares changed hands at from 215 to 218 for cash, 219 for the end of the month, and 220 for October, and further business has been put through to-day at the cash rate, also at 219 for delivery on the 31st instant. There are now cash buyers at 218 and sellers at 219. The reasons alleged for this sudden run on the stock are, as usual, of that mysterious character which can only satisfy those who have made up their minds to be easily satisfied. That old yarn about the final withdrawal of the opposition steamer *Pony* from the Canton River has again been made to do duty, and in addition to this "paper's news" it is reported in all seriousness that the immediate opening of the West River to foreign trade has been officially sanctioned. Even assuming that this last named report is strictly accurate, and we are not inclined to doubt it, a question arises whether the opening of this important water-way will prove such an unmixed boon to the Steamboat Company as appears to be generally accepted as a matter of fact. *Nous verrons!* Banks have been placed at 157 per cent. premium, but not to any great extent. Sales of Canton Insurance have been made at 90 and 92, the stock closing firm at the latter rate. Docks are in strong demand at 33 per cent. premium, but there would appear to be no shares available at present. China Sugars stand nominally at 181. In other stocks there has been nothing to report.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—157 per cent. premium, sales.
Union Insurance Society of Canton—\$87 per share, sales.
China Traders' Insurance Company—\$73 per share, sales.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—\$92 per share, sales and buyers.
Yantai Insurance Association—Tls. 85 per share, sales.
Chinese Insurance Company—\$175 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$345 per share, sales.
China Fire Insurance Company—\$78 per share, sales.
Hongkong and Whampoa Dock Company, 33 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$218 per share, sales and buyers.
China and Manila Steam Ship Company—115 per share, sales.
Hongkong Gas Company—\$135 per share, sales.
Hongkong Hotel Company—\$175 per share, sales.
Indo-China Steam Navigation Company, Limited—25 per cent. dis. sales.
Douglas Steamship Company—\$50 per share, sales.
China Sugar Refining Company, Limited—\$181 per share, sales.
Luzon Sugar Refining Company, Limited—\$55 per share, sales.
Hongkong Ice Company—\$78 per share, sales.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$73 per share, sales.
A. S. Watson & Co., Limited—100 per cent. premium, ex. div. sales.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—7 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$77 per share, sales.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjom and Sunghie Dun Samantan Mining Co.—\$104 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, buyers.
Tonquin Coal Mining Co.—35 per cent. premium, sales.
The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11 1/2
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0 1/2
Bank Bills, at 4 months' sight 3/0 1/2
Credits at 4 months' sight 3/0 1/2
Documentary Bills, at 4 months' sight 3/0 1/2
ON PARIS.—
Bank Bills, on demand 3.80
Credits, at 4 months' sight 3.87
On India, T. T. 23 1/2
On Demand 23 1/2
ON SHANGHAI.—
Bank, T. T. 72
Private, 30 days' sight 72 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$550
(Allowance, Tals 16 to 20).
OLD MALWA, per picul \$580 to \$590
(Allowance, Tals 4 to 10).
NEW PATNA, (without choice) per chest \$400 to \$405
NEW PATNA, (bottom) per chest \$500
NEW PATNA, (bottom) per chest \$505
NEW BENARES, (without choice) per chest \$480 to \$490
NEW BENARES, (bottom) per chest \$490 to \$500
NEW PERSIAN (best quality) per picul \$600
OLD PERSIAN (best quality) per picul \$550
OLD PERSIAN (second quality) per picul \$550 to \$575

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co's Register).
To-day.
Barometer—9 a.m. 29.92
Barometer—4 p.m. 29.84
Thermometer—7 a.m. 80
Thermometer—9 a.m. 82
Thermometer—11 a.m. 84
Thermometer—1 p.m. 86
Thermometer—3 p.m. 88
Thermometer—5 p.m. 86
Thermometer—7 p.m. 84
Thermometer—9 p.m. 82
Thermometer—11 p.m. 80
Thermometer—Minimum (over night) 78

CHINA COAST METEOROLOGICAL REGISTER.

21st August, 1888.—At 4 p.m.

STATION	Wind	Temp.	Humidity	Dir.	Force	Bar.	State
Hongkong	SE	80	85	SE	1	29.92	Cloudy
Shanghai	SE	80	85	SE	1	29.92	Cloudy
Nagasaki	SE	80	85	SE	1	29.92	Cloudy
Amoy	SE	80	85	SE	1	29.92	Cloudy
Swatow	SE	80	85	SE	1	29.92	Cloudy
Shanghai	SE	80	85	SE	1	29.92	Cloudy
Nagasaki	SE	80	85	SE	1	29.92	Cloudy
Amoy	SE	80	85	SE	1	29.92	Cloudy
Swatow	SE	80	85	SE	1	29.92	Cloudy

22nd August, 1888.—At 10 a.m.

STATION	Wind	Temp.	Humidity	Dir.	Force	Bar.	State
Hongkong	SE	80	85	SE	1	29.92	Cloudy
Shanghai	SE	80	85	SE	1	29.92	Cloudy
Nagasaki	SE	80	85	SE	1	29.92	Cloudy
Amoy	SE	80	85	SE	1	29.92	Cloudy
Swatow	SE	80	85	SE	1	29.92	Cloudy
Shanghai	SE	80	85	SE	1	29.92	Cloudy
Nagasaki	SE	80	85	SE	1	29.92	Cloudy
Amoy	SE	80	85	SE	1	29.92	Cloudy
Swatow	SE	80	85	SE	1	29.92	Cloudy

The thermometer is beginning to fall in Luzon, but gradients are very gentle for southwest winds. Cloudy, and rather warm and damp weather prevails.
—Temperature in the shade in degrees, Fahrenheit.
—Humidity in percentage of saturation.
—Direction of air currents with velocity being indicated by the number of the scale.
—Force of the wind according to Beaufort's scale.
—State of the sky, according to the following scale: 1, Clear; 2, Partly Cloudy; 3, Cloudy; 4, Rain; 5, Thunder; 6, Hail; 7, Snow; 8, Fog; 9, Mist; 10, Drizzle; 11, Sleet; 12, Ice.

Hongkong Observatory, 22nd August, 1888.

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. Co's steamer *Ava*, with the French mail of July 28th, will leave Singapore on the 23rd instant, at 4 a.m., and may be expected here on or about the 29th.

THE CANADIAN MAIL.

The steamer *Parthia*, with the Canadian mail, left Vancouver on the 1st instant, and is due here on or about the 29th.

STEAMERS EXPECTED.

The "Glen" line steamer *Gloucy*, from London, left Singapore on the 17th instant, and is expected here on the 23rd.
The P. & O. S. N. Co's steamer *Kashgar*, from Bombay, left Singapore on the 18th instant, and is expected here on the 24th.
The Navigazione Generale Italiana Co's steamer *Bormida*, from Bombay, left Singapore on the 18th instant, and is expected here on the 24th.
The China Shippers' Mutual S. N. Co's steamer *Moyuna*, left Singapore on the 20th instant, and is due here on the 26th.
The Ocean Steamship Co's steamer *Yasari*, from Liverpool, left Singapore on the 21st instant, and is due here on the 27th.
The E. & A. S. S. Co's steamer *Arlis*, left Port Darwin on the 19th instant, and may be expected to arrive here on the 28th.

Shipping.

ARRIVALS.

DON JUAN, Spanish steamer, 654, Rafael Beltrán, 21st August, Manila 15th August, and Amoy 20th, General—Brando & Co.
WOOSUNG, British steamer, 1,100, J. B. Harris, 22nd August, Wuhu, and Chinkiang 15th August, Wheat and Rice—Butterfield & Swire.
DUKE OF BUCKINGHAM, British steamer, 2,020, T. C. Burnside, 22nd August, Saigon 17th August, General—Jardine, Matheson & Co.
DAFILA, British steamer, 536, J. C. Nielsen, 22nd August, Whampoa 22nd August, General—Ah Yon & Co.
HAIPHONG, British steamer, 1,122, Harris, 22nd August, Fochow 18th August, Amoy 20th, and Swatow 21st, General—D. Lapraik & Co.
ZILVERKRUIS, Dutch corvette, 2,000, J. C. Jockes, 22nd August, Shanghai 13th August.
VICTORIA, British steamer, 1,530, John Condon, 22nd August, Nagasaki 16th August, Coals—Takasima Colliery Co.
ANTON, German steamer, 398, E. Aereboe, 22nd August, Pakhoi 19th August, and Hoihow 21st, General—Wiel & Co.
NINOPO, German steamer, 769, Schult, 22nd August, Shanghai 18th August, General—Siemssen & Co.
HOKIARA, British steamer, 1,711, S. Bason, 22nd August, Yokohama 14th August, Mails and General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.
Glauca, British steamer, for Singapore, &c.
Benglo, British steamer, for Singapore, &c.
Pra Chula Chom Kiao, British steamer, for Bangkok.
Fokien, British steamer, for Swatow.

DEPARTURES.

August 21, *Glendower*, British steamer, for Bangkok.
August 21, *Velox*, German steamer, for Chefoo, &c.
August 21, *Fooksang*, British str., for Shanghai.
August 22, *Alvina*, German str., for Hoihow.
August 22, *Canton*, British str., for Whampoa.
August 22, *Deception*, British str., for Amoy, &c.
August 22, *Drachentfels*, German steamer, for Hoihow.
August 22, *Polyhymnia*, German steamer, for Singapore.
August 22, *Fokien*, British str., for Swatow.
August 22, *Pra Chula Chom Kiao*, British str., for Bangkok.
August 22, *Benglo*, British steamer, for Singapore, &c.
August 22, *Glauca*, British steamer, for Singapore, &c.
August 22, *Zambesi*, British str., for Saigon.

PASSENGERS—ARRIVED.

Per *Don Juan*, str., from Manila, &c.—1 European and 1 Chinese.
Per *Duke of Buckingham*, str., from Saigon.—150 Chinese.
Per *Haiphong*, str., from Fochow, &c.—Mrs. Harris and child, Messrs. Tombs and Pyc, and 70 Chinese.
Per *Ningpo*, str., from Shanghai.—Mr. Kanite, and 18 Chinese.
Per *Antion*, str., from Pakhoi, &c.—113 Chinese.
Per *Bokhara*, str., from Yokohama for Hongkong—Mr. and Mrs. Ridgely, Messrs. Myrtil, M. Saunders, S. H. Prell, and 1 Chinese. From Hoihow.—Messrs. Chay Yuen and servant, and Ah Foo, a Chinese and child. From Yokohama for Colombo.—Messrs. Talbot and F. A. Crawford.

DEPARTED.

Per *Deception*, str., for Amoy, &c.—250 Chinese.
Per *Benglo*, str., from Singapore, &c.—113 Chinese.
Per *Pra Chula Chom Kiao*, str., for Bangkok.—20 Chinese.

Per *Fokien*, str., for Swatow.—1 European and 100 Chinese.
TO DEPART.
Per *Peking*, str., for Shanghai.—2 Europeans and 51 Chinese.

REPORTS.

The British steamship *Duke of Buckingham* reports that she left Saigon on the 17th instant. Had fine weather throughout.
The Spanish steamship *Don Juan* reports that she left Manila on the 15th instant, and Amoy on the 20th. Had fine and calm weather.
The British steamship *Ningpo* reports that she left Shanghai on the 18th instant. Had fresh and moderate southerly winds and fine weather throughout.

The British steamship *Victoria* reports that she left Nagasaki on the 16th instant. On the 17th and 18th had fresh south and south-east wind with heavy confused sea. The remainder of the passage had moderate weather and wind.

The British steamship *Haiphong* reports that she left Fochow on the 18th instant. Amoy on the 20th, and Swatow on the 21st. From Fochow to Amoy experienced moderate southerly to south-south-west winds, when 10 miles north-west of Okeu picked up 14 men, the crew of a dismantled and water-logged junk, which had been in a typhoon. From Amoy to Swatow had light south-west to west-south-west winds. From Swatow to Hongkong light west to west-south-west winds. In Fochow, the steamships *Taku* and *Wenchow*. In Amoy, the steamship *Flintshire*.

The British steamship *Wooching* reports that she left Wuhu, via Chinkiang on the 15th inst. On the 16th had moderate south-east breezes and fine weather to Steep Island; thence encountered heavy east-south-east sea and was forced to put into anchorage at the Kewshan Islands. On the 17th proceeded, and experienced the same heavy sea, and wind freshening with falling barometer, and was forced to anchor off Taichow Island, shipping large quantities of water, and wind fresh to moderate southerly gale. On the 18th gale moderated towards noon and wind veered to westward. On the 19th proceeded, and had light south-south-west breezes with smooth sea to port.

Post Office.

A MAIL WILL CLOSE.

For Nagasaki, Kobe, and Yokohama.—Per *Malwa*, to-morrow, the 23rd instant, at 11.30 P.M.
For Swatow and Shanghai.—Per *Canton*, to-morrow, the 23rd instant, at 11.30 A.M.
For Swatow and Shanghai.—Per *Kutang*, to-morrow, the 23rd instant, at 11.30 A.M.
For Port Natal, East London, Port Elizabeth, and Cape Town.—Per *Prospicio*, to-morrow, the 23rd instant, at 1.30 P.M.
For Surabaya.—Per *Cicero*, to-morrow, the 23rd instant, at 3.30 P.M.
For Shanghai.—Per *Peking*, to-morrow, the 23rd instant, at 3.30 P.M.
For Haiphong.—Per *Elis*, to-morrow, the 23rd instant, at 5.00 P.M.
For Swatow, Amoy, & Fochow.—Per *Haiphong*, on Friday, the 24th instant, at 11.30 A.M.
For Saigon.—Per *Falkenberg*, on Friday, the 24th instant, at 5.00 P.M.
For Europe, &c., India, via Colombo, and Calcutta.—Per *Prinzess*, on Saturday, the 25th instant, at 11.00 A.M.
For Amoy and Manila.—Per *Diamant*, on Saturday, the 25th instant, at 3.30 P.M.
For Straits and Calcutta.—Per *Japan*, on Tuesday, the 28th instant, at 11.30 A.M.
For Straits and Bombay.—Per *Lombardy*, Tuesday, the 28th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

CATTERHUN, British steamer, 1,406, J. W. B. Darke, 17th August, Sydney 24th July, and Noumea 30th, General—Russell & Co.
CHANCELLOR, British steamer, 1,328, B. Whymman, 18th August, Haiphong 16th August, General—Adamson, Bell & Co.
CICERO, British steamer, 1,060, A. George, 17th August, Saigon 13th August, Rice—Captain.
CITY OF NEW YORK, American steamer, 3,500, Robt. R. Searle, 17th August, San Francisco 21st July, and Yokohama 11th Aug. Mails and General—P. M. S. S. Co.
DEIMA, German steamer, 969, P. Giesmann, 18th August, Saigon 14th August, Rice and Paddy, Siemssen & Co.
DIAMANTE, British steamer, 514, McCallan, 20th August, Manila 17th August, General—Russell & Co.
ELECTRA, German steamer, 1,146, P. Möller, 19th August, Hamburg, and Singapore 13th August, General—Siemssen & Co.
ELBE, German steamer, 747, W. Jebben, 13th August, Nagasaki 4th August, Coals—Arnhold, Karberg & Co.
FALKENBURG, German steamer, 988, W. Dreyer, 19th August, Saigon 15th August, General—Melchers & Co.
FAME, British steamer, 1,174, A. Stopani, Hongkong and Whampoa Dock Co.
FUSHIKI MARU, Japanese steamer, 1,119, P. J. C. Franck, 20th August, Kuchino 14th August, Coals—Mitsui Bussan Kaisha.
JAPAN, British steamer, 1,365, T. S. Gardner, 18th August, Calcutta 22nd August, Sandheads 4th, Penang 10th, and Singapore 12th, 803 chests Opium, 903 bales Cotton, 477 bales Gunies, 1,209 bags Saltpetre, and 200 packages Sundries—D. Sassoon, Sons & Co.
KUTANG, British steamer, 1,495, Sawyer, 21st August, Whampoa 21st August, General—Jardine, Matheson & Co.
LOMBARDY, British steamer, 1,571, F. Preston, 18th August, Bombay 22nd August, and Singapore 13th, General—P. & O. S. N. Co.
MALWA, British steamer, 1,184, T. F. Creery, 11th August, Yokohama 1st July, Mails and General—P. & O. S. N. Co.
PEKING, German steamer, 954, G. Heuermann, 21st August, Whampoa 21st August, General—Siemssen & Co.
PHRA CHULACHOM KIAO, British steamer, 1,011, J. Fowler, 20th August, Bangkok 14th Aug. General—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
PORT ADELPHI, British steamer, 1,788, Fred. West, 21st August, San Francisco 13th July, Vancouver 20th, Yokohama 8th Aug. Kobe 11th, and Nagasaki 13th, Coal and General—Adamson, Bell & Co.
PROSPICIO, British steamer, 1,587, Wm. H. Farland, 17th August, Fochow 15th Aug. Tea—Siemssen & Co.
PRINCE, German steamer, 1,493, C. Sorensen, 15th August, Mauritius 17th July, and Singapore 7th August, General—Ed. Schellhaas & Co.
TRON, Norwegian steamer, 1,225, Le Tvanol, 20th August, Kuchino 14th August, Coal—Order.
WINGSANG, British steamer, 1,517, A. de St. Croix, 20th August, Calcutta 1st August, and Singapore 14th, General—Jardine, Matheson & Co.

HONGKONG—SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August, Hamburg 19th April, General—Order.

COMET, German ship, 1,083, Kauppner, 17th July, Cardiff 4th April, Coals—Order.
C. C. CHAPMAN, American ship, 1,500, A. J. Hichborn, 15th August, Shanghai 16th July, General—Pustau & Co.
ERLKORNIK, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island—Chinese Customs.
ESCORT, American bark, 636, R. G. Waterhouse, 15th July, Iloilo 3rd July, General—Chinese.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July, London 1st March, General—Melchers & Co.

LUCIA, British bark, 640, Wood, 5th August, Fremantle (W. Australia) 11th July, Sandalwood—Order.

NORWAY, Norwegian bark, 657, Th. Albuhorn, 15th August, Singapore 4th August, Timber—Wiel & Co.

NVL CHAU, British ship, 1,252, W. D. Butler, 1st August, Samarang 20th July, Ballast—Order.

SACHEM, American ship, 1,311, J. L. Bartlett, 20th June, Cardiff 17th March, Coal—P. & O. S. N. Co.

TA HONGKONG, Siamese ship, 635, M. Steinbock, 7th August, Bangkok 25th July, General—Lo Hong Lo.

YOUNG STAM, Siamese bark, 789, G. Kock, 16th June, Put back, General—Chinese.

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, 7th November, 1887. [32]
THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES, Secretary.

Hongkong, 20th April, 1888. [428]
THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Offices of the Company have this day been REMOVED to "VICTORIA BUILDINGS," No. 5, Queen's Road, Central, Ground Floor.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 13th August, 1888. [787]
THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " " " " " " " "
4 to 8 " " " " " " " "

SUNDAYS.

1st past 12 to 1st past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of MACLEWEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE, 50 & 52, Queen's Road, Hongkong, 17th August, 1888. [539]

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES.

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE is now in Hongkong and may be consulted at the HONGKONG HOTEL Room No. 20 daily from 8 A.M. to 6 P.M. (CONSULTATION FREE).

SPECTACLES FOR BLINDNESS.

The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness.

The following patients out of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Pebble Spectacles:—

The Earl & Countess Lindsay, Queen's Gate, London, S.W.
Lady Kemball, 79 Queen's Gate, London, S.W.
Lady Emily Digby, Coventry, England.
S. R. Groom, Esq., F.R.C.S., Barrister at Law, Singapore.

The Hon. E. E. Isenminger, Col. Treasurer, Singapore.
R. Huddle, Esq., Deputy Master Attendant, Bank Buildings.
Major General Sir M. Biddulph, C.B., India.
Major General A. E. Dale, M.D., India.
Major General Murray, C.B., India.
Brigade Surgeon J. A. Scott, M.D., India, &c.

For protection against sun and dust our Lacinated Glass Protectors are strongly recommended by the leading Ophthalmic Surgeons.

"MILITARY MEN, ENGINEERS, PERMANENT WAY INSPECTORS, and those whose occupation compels them to be out in the heat of the day, will find these Glasses invaluable. By their use the eyes are kept cool, and dimness of vision, inflammation of the eyes and IRRITATIVE FEVER, consequent on over-exposure to the glare, are prevented."

LAWRENCE AND MAYO, OPHTHALMIC OPTICIANS.

(Opticians to the Principal Ophthalmic Surgeons in England and India.)
OFFICES.—OLD BOND STREET, London.
3 & 4 HARE STREET, Calcutta.
22 RAMPART ROW, Bombay.
Hongkong, 24th July, 1888. [738]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glenroy	London	August 23rd	Jardine, Matheson & Co.
Bormida	Bombay	August 24th	Carlowitz & Co.
Kashgar	Bombay	August 24th	P. & O. S. N. Co.
Moyune	Liverpool	August 26th	Arnhold, Karberg & Co.
Jason	Port Darwin	August 27th	Butterfield & Swire.
Parthia	Vancouver	August 28th	Russell & Co.
Ava	Marseilles	August 29th	Adamson, Bell & Co.
			Messageries Maritimes.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peshawar	P. & O. S. N. Co.	Aug. 25th, at noon.
London, via Suez Canal	Glenavon	Jardine, Matheson & Co.	About Aug. 25th.
Marseilles, via Saigon, &c.	Stenor	Butterfield & Swire	August 25th.
Bremen, & Ports of Call.	Natal	Messageries Maritimes	Aug. 30th, at noon.
San Francisco, via Y'ama	Bayern	Nelchers & Co.	Aug. 30th, at noon.
San Francisco, via Y'ama	City of New York	Pacific Mail S. S. Co.	Aug. 29th, at 4 a.m.
Vancouver, B.C., via A., &c.	Belgie	O. & O. S. S. Co.	Aug. 29th, at 3 p.m.
Port Darwin, Sydney, &c.	Duke of Westminster	Adamson, Bell & Co.	Aug. 28th, at 9 p.m.
Sydney and Melbourne	Chingtu	Butterfield & Swire	Aug. 29th, at 3 p.m.
Sydney, Melbourne, &c.	Mogul	Gibb, Livingston & Co.	Aug. 25th, at 4 p.m.
Calcutta, via Straits	Catcethun	Russell & Co.	About August 28th.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	Aug. 28th, at noon.
Calcutta, via Straits	Wingang	Jardine, Matheson & Co.	Aug. 28th, at noon.
Yokohama, Kobe, &c.	Lombard	P. & O. S. N. Co.	Aug. 30th, at 3 p.m.
Nagasaki, Kobe, &c.	Port Adelaide	P. & O. S. N. Co.	Aug. 28th, at noon.
Shanghai	Peking	Adamson, Bell & Co.	To-morrow, at noon.
Shanghai, via Amoy	Jason	Siemssen & Co.	August 30th.
Shanghai, via Swatow	Kutsang	Butterfield & Swire	To-morrow, at 4 p.m.
Manila, via Amoy	Diamante	Jardine, Matheson & Co.	August 29th.
Coast Ports	Diamante	Russell & Co.	To-morrow, at 4 p.m.
	Haiphong	Douglas Lapraik & Co.	Aug. 25th, at 4 p.m.